

CENTRAL INTELLIGENCE AGENCY
INFORMATION REPORT

REPORT NO.

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COUNTRY

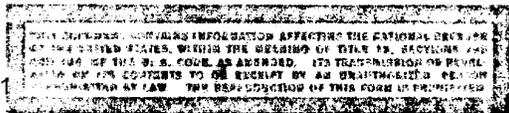
East Germany

DATE DISTR 1 April 1954

25X1 SUBJECT

Construction and Repairs at the Neptunwerft
in Rostock

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THIS IS UNEVALUATED INFORMATION



1. The Neptunwerft in Rostock employs about 8,550 persons.

2. The following ships are undergoing repairs:

SO 6 submarine destroyer; about 1,000 to 1,200 gross registered tons; 25 knots an hour; has been in the yard since January 1953; is undergoing average repairs, which means: the entire machinery is being overhauled, the ship is in drydock, etc.; deadline is July 1954.

KULOI ice breaker (Sperrbrecher); 3,000 gross registered tons; former German freighter; has 6,000 tons of ballast instead of cargo on board, which keeps it seaworthy in case of damage; is undergoing average repairs, the Diesel motor is also being repaired. The deadline is May 1954.

KUSHKA ice breaker (Sperrbrecher); 4,500 gross registered tons, Diesel-powered, average repairs. The deadline is probably March 1955.

EASTOR ice breaker (Eisbrecher); 5,000 gross registered tons; raised in May 1953; steam-powered; reconstruction will cost about 30,000,000 east marks and will require about two and a half years.

M-boats 40, D 18, D 21, and D 24; mine sweepers; for overhaul; each ship will cost up to 150,000 east marks. D 21 and D 24 will be finished in December 1953; D 18 in May 1954.

B 8 torpedo recovery boat; about 500 gross registered tons; 25 knots an hour. The deadline is March 1954.

B 7 submarine tender; about 5,000 gross registered tons; brought in as a wreck two years ago; the ship was broken in two amidships. The fore-castle and the afterdeck are being built separately. A new mid-section was built in drydock. It is now afloat alongside the wharf. It is equipped with MAN Diesel motor, costs will be about 35,000,000 east marks. Earliest deadline is the end of 1954. It is reported that the ship will be turned over to the Seepolizei upon its completion for use as a training ship.

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REFRIGERATOR III 3,000 gross registered tons; was brought to the shipyard two years ago severely damaged. It was converted into a refrigerator ship and is to be turned over to the Russians. It is very unsuitable for a refrigerator ship. As a result of the installation of the refrigeration equipment the ship has become top heavy. Despite a keel ballast of 600 tons, which considerably reduces the useful load, it has a list of three degrees. The Russians wanted it nevertheless; a trial run, to test the machinery only, was made.

In addition there is a rather small submarine, raised WFF Warnemuende in the shipyard. It is to be reconditioned for the Seepolizei.

3. The following paragraph deals with new construction:
 - a. Eight freighters, 3,000 gross registered tons each, are under construction. One ship of this series, the KOLOMNA, was delivered in March 1953. It was returned to the yard for repairs because the Russians operated it without water in the boilers. The pipes were burnt through. The installation of new pipes and the reconstruction of the boilers had to be undertaken on guarantee. The Askania control equipment was apparently not functioning properly. On 26 November 1953 the ship was delivered for a second time.
 - b. The ships, BELUGA and KALUGA, in this series, are to be delivered before the end of 1953. The BELUGA made its trial run on 28 November 1953. The KALUGA will make its first run during the middle of December 1953.
 - c. The Russians want to take over these ships in 1953 and will act leniently in the inspection. This is dependent on the final deadline for the reparations deliveries. Other ships in this series are named the NESSIN and the KASHIRA. Two ships from the series, the ROSTOCK and the WISMAR, are for the German-Russian shipping company and two others are for the Russian merchant marine. This program will then be completed. The ships are uneconomic. They are equipped with machinery of 2,400 HP, which is steam-powered and has an exhaust turbine. The boiler installation for firing the coals is equipped with a travelling grate. Ships of this class are built in West Germany, but are equipped with Diesel motors, which apparently are not available in East Germany.
 - d. Four floating cranes are being built, two of which are supposed to be delivered in 1953. These are salvage ships of about 1,000 gross registered tons with an action radius of 500 knots. These ships have 75-ton cranes on their forecastles. They each have two steam engines of 600 HP.
 - e. A Russian order for the construction of six trawlers of 1,000 gross registered tons and 1,000-HP Diesel motors is to be started after 1 January 1954. Further orders are counted on from the Russians, who have stated that they will see to it that the shipyard is occupied. Plans are complete for the types HECHT and DRACHE, which were previously destined for the Seepolizei. These are smaller ships between 500 and 600 tons which can be used as submarine chasers or similar ships.
4. The shipments of the engineer Hans Noetsold, Luebeck, are important in equipping the ships. He delivers navigation charts, the Stevens logs. He tests these charts on the trial runs. He was in Rostock for the trial run of the BELUGA. Noetsold supplied the automatic telegraph installation for the freighter IRKUTSK, 2,200 gross registered tons, a former German vessel which was delivered on 12 January after being repaired. The Russians are supposed to have damaged the starboard side of the installation by wrong handling which resulted in too high a voltage. A new installation was ordered which Noetsold promised to procure by way of Berlin in a week.
5. The ball bearings required for the gyro compass (probably the main compass) are obtained from [redacted]. There was a current order for 11 ball bearings, one of which had been delivered by way of Berlin. The production of these bearings is not possible in East Germany because of lack of extra small

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ball bearings.

6. During the first two quarters of 1953, the plan was not fulfilled, but in the third quarter it was fulfilled and it is fully expected that it will be fulfilled in the fourth quarter. The lack of qualified personnel, especially pipefitters, is one of the main bottlenecks. The 600 apprentices can not be properly taught owing to the lack of jobs. They often can only work two or three days a week. The construction office can not supply properly sealed drafts, only general sketches, because of the poor quality workers there. As a result the craftsmen can make the installations as they please. The planning section with a staff of 600 is not able to plan the work for the yard on time. Because the yard management is composed mostly of shipbuilders, the machine construction part of the yard is always neglected.
 7. The Gehlerdorf shipyard which employs between 800 and 900 persons was taken over by the Neptunwerft on 25 November 1953. This shipyard was originally planned to serve only as a repair yard for the Fischkombinat Marienehe but will also be used now for construction. The yard has a slip for ships of up to 1,000 gross registered tons. Loggers and cutters will be repaired there first.
 8. There are two floating cranes, which even after being repaired were not to be used for loads of more than 50 tons. There is also a tripod cable support crane for loads up to 25 tons. There is a cog crane (Kammnagel-Kran) for loads up to 20 tons on wharf "B". There is a revolving crane for loads up to 20 tons on wharf "X". In addition there is a smaller crane.
 9. Two ways (Ballinge) capable of taking ships of up to 9,000 gross registered tons were finished since the middle of 1952. A large swivel crane and a mobile Diesel-powered crane are in use there. Smaller ships are worked on in the old floating dock, which does not have any crane. The new dock with an inside width of 24 meters can take ships of up to 10,000 gross registered tons, which have a draft of up to eight meters. This dock is equipped with two cranes. The poor paint used will require that all new construction be returned every six months to the dock. As a result the dock capacity is always too small and work at the docks is always under pressure.
 10. The East German shipping company consists of 120 persons. Nevertheless there is only the freighter VORWAERTS, which gets high fulfillment bonuses and has lots of parties. Captains for the new freighters are already available.
1. Comment: This ship has also been reported as the HEXE.

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